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Date: January 7, 1998

Regional Transportation Planning Agencies
County Transportation Commissions
Interested Parties

Dear Colleagues:

Enclosed for your review and comment is the Discussion Draft of a proposed 1998 Interregional Transportation Improvement Plan (A Plan to Guide Development of the Interregional Transportation System). We request your comments on the Discussion Draft be submitted **by February 2, 1998**. The Director of Caltrans will approve a final Plan and submit it to the California Transportation Commission on or about March 1, 1998.

Caltrans is preparing the 1998 Plan to consolidate and communicate key elements of its ongoing long- and short-range planning effort. As such, it serves as a counterpart to the regionally prepared Regional Transportation Plans. As the owner-operator of the State highway system, Caltrans addresses the state highway system in detail, with special emphasis on the statutory-identified Interregional Road System. This 1998 Plan will supersede the prior Interregional Road System (IRRS) Plan developed in 1990. Although SB 45 eliminated the requirement for an IRRS Plan, the legislation significantly changed the way the state programs and expends transportation funds, making it important that Caltrans' planning strategies and objectives be readily available to the transportation community.

Thank you for your cooperation and I look forward to working with you in this important effort. Please send your written comments to Ms. Pat Weston, Transportation Planning Program, Caltrans, Post Office Box 942874, Sacramento CA 94274-0001. Please direct your questions to me at (916) 653-1818 or Pat Weston at (916) 653-1551.

Sincerely,

ORIGINAL SIGNED BY:

JOAN SOLLENBERGER
Program Manager
Transportation Planning

Enclosure

c : California Transportation Commission

JANUARY 5, 1998

DISCUSSION DRAFT

INTERREGIONAL TRANSPORTATION IMPROVEMENT PLAN

A Plan to Guide Development of the Interregional Transportation System

CONTENTS OF THE PLAN

X. Intercity Passenger Rail

- *Performance Standards*
- *Route Characteristics*
- *Guiding Policy and Goals*
- *Corridor Development Plans*

XI. Other IIP Categories (TO BE ADDED)

I. SUMMARY

This is a Discussion Draft dated January 5, 1998 of a proposed *1998 Interregional Transportation Improvement Plan (A Plan to Guide Development of the Interregional Transportation System*). In addition to ongoing internal review, Caltrans requests California Transportation Commission and Regional Transportation Planning Agency staffs and officials to review and submit comments on this Discussion Draft by February 2, 1998. The Director of Caltrans will approve a final Plan and submit it to the California Transportation Commission on or about March 1, 1998.

Caltrans has prepared this 1998 Plan to consolidate and communicate key elements of its ongoing long- and short-range planning. As such, it serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies in California. As the owner-operator of the State highway System, Caltrans addresses the state highway system in detail, with special emphasis on the statutorily-identified Interregional Road System. Caltrans addresses in less detail other elements of the interregional transportation system which serves the State.

The Interregional Road System (IRRS) was identified in statute in 1989. The IRRS serves interregional people and goods movement. It then included 81 state highway routes (or portions of routes) out of the 249 routes comprising the entire state highway system. Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes.

The 1989 legislation specified that Caltrans would limit its Proposed State Transportation Program proposal to projects on the IRRS, except under specific overriding conditions. The legislation required Caltrans to prepare and submit to the Legislature an Interregional Road System Plan. All proposed improvements had to be included in that plan, which could only include projects outside urbanized areas. The plan was prepared with the advice of the California Transportation Commission and in cooperation with regional agencies. It identified 278 state highway improvements totaling over $3 billion.

This 1998 Plan will supersede the prior Plan required by the 1989 legislation. SB 45 eliminated the requirement for a IRRS Plan, and there is no statute or regulation requiring Caltrans to prepare a new plan. However the recent enactment of SB 45 (Statutes of 1997), which significantly changed the way the state programs and expends transportation funds, makes it important that Caltrans's planning strategies and objectives be readily available to the transportation community. SB 45 requires that the IIP include a specific minimum guarantee of funds to be programmed on IRRS routes in non-urbanized areas.

In developing this 1998 Plan, Caltrans has reviewed the status of projects included in the prior plan. Caltrans has developed new visions, strategies, principles, objectives and criteria for operating, developing, and improving interregional transportation facilities and services. Caltrans has added new considerations to its planning process, including the concept of "gateways" serving important economic generators. At this point, the analysis indicates that most of the improvements contemplated in the earlier plan that have not in fact been accomplished, are still needed and of high priority.

Nevertheless Caltrans recognizes that new opportunities and challenges, not identified in earlier planning efforts, may deserve active consideration given the increased flexibility afforded under SB 45. Accordingly Caltrans intends complete another Plan update in time for the Year 2000 program cycle. That plan update will evaluate a broader range of modes and approaches to address the state's interregional mobility needs.

I.1 INTRODUCTION

Senate Bill 45 (Statutes of 1997) made significant changes to the priorities and processes for programming and expenditure of state transportation funds. Caltrans's planning responsibilities and processes for long range highway planning and joint planning remain essentially unchanged under the new law. The changes in SB 45 do, however, provide Caltrans with an important and immediate opportunity to present its vision for the interregional system and its on-going long range planning to improve interregional mobility. The plan also provides an opportunity to renew its commitment to regional agencies and other transportation partners to communicate its approach and priorities for improvements to the interregional system.

The plan is not a detailed transportation plan. Federal and state statutes and regulations require that urban Metropolitan Planning Organizations (MPOs) and non-urban Regional Transportation Planning Agencies (RTPAs) conduct continuous, cooperative, and comprehensive transportation planning throughout California. Caltrans relies on large part on that process for detailed planning outputs. Instead, this Plan encapsulates and communicates key pieces of Caltrans's ongoing long and short range planning for the state highway and interregional road system. The plan is framed overall by key statewide policy direction for the state transportation system from the Executive Department and several evolving strategies and policies for transportation issues of statewide interest.

The plan emphasizes the two larger and more defined areas of responsibility for interregional transportation planning that are under Caltrans statutory responsibility--- the state highway system, with an emphasis on the Interregional Road System, and intercity passenger rail. Other important components of the interregional transportation system are included but in less detail. These include freight rail, grade separations and mass transit guideways. Among the evolving policies and strategies is a statewide

goods movement strategy and maritime policy for port development. The Plan is based primarily on Caltrans system planning process and its key products (route concept reports, transportation system development programs, system management plans) and other Caltrans transportation planning efforts. All of these products are developed in cooperative and consultation with regional agencies.

Background information is included only to the extent that it will help convey understanding of a portion of the Plan, or why a particular approach is taken to a category of improvements. For example, Caltrans chose to document the framework for the original Interregional Road System as it is a key portion of continuing planning for interregional movement of people and goods under SB 45.

The contents of the plan are organized into key headings or chapters that roughly correspond to the major components of the Interregional Improvement Program (IIP) identified in SB 45.

I.2 "PLANNING GUIDE" (TECHNICAL APPENDIX)

The "Planning Component to Guide Selection of IRRS Projects for the Interregional Improvement Program in Non-urbanized Areas" (hereafter called the Guide) is included as a technical appendix to the Plan. The Guide is meant to be a user guide for developing high emphasis IRRS routes. Caltrans and regional agencies should use the Guide in joint and continuing planning and programming processes. In particular the Guide will be valuable in considering issues between adjoining regions of the state.

The Guide is a series of detailed schematic maps for the 32 High Emphasis corridors. The maps provide a visual representation of the interregional corridor and identify the future route concept and improvements needed to meet the concept. The larger improvements identified in the Interregional Plan from Caltrans system planning and Regional Transportation Plans are identified for each corridor. The post miles for urbanized areas are identified in order to show areas of heightened coordination for cooperative planning and programming and for ease of technical programming considerations for all users of the plan.

The schematic maps are clear representations of the importance of the continuing cooperative planning process between Caltrans and regional agencies. They are also examples of significant ongoing regional and Caltrans agreement on many corridor concepts and longer and shorter range improvements needed for key routes.

II. PURPOSE OF THE 1998 PLAN

The 1998 Plan describes and communicates the framework in which the State will carry out its responsibilities for the Interregional Improvement Program. It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. It recommends complimentary actions by regional and local agencies to provide optimum integration of the state's transportation systems.

The Plan lays out a recommended course of actions and considerations for the Interregional Improvement Program (IIP) for the twenty-year planning period (roughly 1998-2020). It identifies key principles, objectives and strategies that will guide implementation of the IIP during that time frame. The Plan charts a course for improvements to the state highway system and for intercity passenger rail and provides a framework for other eligible categories in the Interregional Improvement Program.

The twenty-year period corresponds to the Regional Transportation Plan cycle for regional agencies. It considers the time period for related plans and programs, specifically the Congestion Management Programs and City and County General Plans. It is also consistent with Caltrans system planning route concept reports and transportation system development programs and the Intercity Passenger Rail Plan.

As with all long-range planning, priorities are clearer for near-term, and less clear for the years farther out in the twenty year planning period. Consequently, this Plan should be updated periodically to reflect major changes, trends of statewide and interregional significance, and evolving transportation policy and strategies.

III. VISION FOR THE INTERREGIONAL SYSTEM AND STRATEGIES TO ACHIEVE THE VISION

This portion of the 1998 Plan is divided into the primary components of the Interregional Improvement Program. A brief Vision Statement and the key strategies to achieve the Vision are stated. Later chapters of the plan provide more detail on the approach to improving a particular portion of the interregional system.

III. 1. VISION - INTERREGIONAL TRANSPORTATION SYSTEM

A. State Highways	Provide a dependable and reasonable level of service for the interregional movement of people and goods, accessibility into and through "gateways" and connectivity to intermodal transfer facilities.

B. Intercity Passenger Rail	Intercity passenger rail service provides a clear and attractive alternative to automobile and air travel in the major corridors linking the urban centers of California -- and, via national interstate trains, to the rest of the nation. Service is frequent, direct, reliable and fast.
C. Grade Separations	Provide safe railroad grade crossings at State highways, and minimize disruptions and delay to interregional movement of people and goods.
D. Mass Transit Guideways	Provide cost effective modal investments for the highest traveled and highest density guideway corridors that support interregional travel and have overriding statewide significance.

III. 2. STRATEGIES - TO MOVE TOWARDS MEETING THE VISION

A. STATE HIGHWAYS

- Focus investments on a key sub set of Interregional Road System Routes that are major north - south and east - west routes serving the state as a whole...High Emphasis Routes

- Improve the routes to minimum facility standards, directing priority programming to major underdeveloped routes.

- Identify key gateways of major statewide significance and target improvements to, through, and within the gateway area.

- Improve non-IRRS routes using the SHOPP for smaller operation improvements and overall facility improvements within the scope of rehabilitation and reconstruction projects

- Rely on and advocate investments by Regional Transportation Planning Agencies of State Highway funds under their control, to address capacity and operational needs in urban areas and on the non-IRRS portion of the State Highway System.

- Make optimum use of the capacity available on the existing “built” system through operational improvements and operational strategies.

- Coordinate operational plans, improvements and strategies with regional agencies, the goods movement industry, and other modal and intermodal owners and operators (e.g. air ports, sea ports, freight rail, and intermodal transfer and distribution centers).

- Apply and integrate new technologies into management of the “built” system, and plan and design new technologies into new construction.

B. INTERCITY PASSENGER RAIL

- Comply with all Federal and State safety and public facility requirements, including ADA.

- Protect the State investment in rolling stock through improved maintenance.

- Improve reliability and on-time performance.

- Increase capacity.

- Increase speeds and reduce running times.

GRADE SEPARATIONS

- Provide public education about grade crossing awareness.

- Reduce the incidence of accidents at grade crossings on state highways and, work with local agencies, under the aegis of the P.U.C., to reduce the incidence of accidents at grade crossings on local streets and roads.

- Work with passenger and freight rail owners to cooperatively fund improvements at critical accident locations.

MASS TRANSIT GUIDEWAYS

- Advocate for significant state interest in guideways serving the highest traveled and highest density travel corridors, where guideway development will support interregional mobility.

- Participate with RTPAs and transit providers in corridor studies and major investment studies that examine cost effective guideway investments to support interregional mobility.

IV. MEASURING PERFORMANCE OF THE TRANSPORTATION SYSTEM

Caltrans transportation system performance measures effort is a growing and critical effort that will incorporate performance measurement into how we plan, program, manage, operate and maintain the system for the users. This portion of the plan is brief because the performance measurement effort is new and the initial ground work is being laid this year. Significant work however has been done to move forward in the near term. This section is a "book mark" to highlight the importance of outcome based performance measurement to the interregional system, update the transportation community on work to date, and Caltrans intent to include and apply additional work in this critical area in future plan updates.

The purpose of the performance measure effort is to develop indicators or measures to assess the performance of California's multi-modal transportation system to support informed transportation decisions. It is additionally to establish a coordinated and cooperative process for consistent performance measurement throughout California.

Four goals and objectives guide the effort:

- Understand the role the transportation system plays in the larger society.
- Focus on results and people at the system level rather than projects and process.
- Build system relationships with clearly defined roles, adequate communication channels, and accountability at all levels.
- Establish policies leading to sustained improvement in transportation system performance while accommodating continued growth in California.

Caltrans is developing performance measurements based on the following actions:

- Secure broad stakeholder participation in the development of the measures. (A steering committee representing regional agencies and other transportation partners is guiding the effort.)
- Establish a framework for understanding how any subsystem action improves the overall effectiveness and efficiency of the total transportation system.
- Identify the desired outcomes of the transportation system.

- Focus on the customer - the system user - in setting standards for system performance.

- Identify key indicators which will simply and clearly demonstrate the level to which the desired outcomes are achieved.

- Lay out a plan for conducting an assessment of system performance with a design for data collection, analysis and information distribution.

Caltrans, guided by input from the steering committee, has initially identified eleven key outcomes to enhance the transportation system. The outcomes are identified below and defined. All eleven outcomes are important to the transportation system, however Caltrans immediate efforts concentrate on the four outcomes of accessibility, mobility, and reliability, and cost effectiveness. These four are included in the Plan and are joined to the principles, objectives and criteria that guide it. The additional outcomes will be joined to the Plan as the performance measures work evolves.

The outcomes and definitions are identified below in order to begin dialogue in the larger transportation community on this important area :

OUTCOME DEFINITIONS

- ACCESSIBILITY/MOBILITY -- Reaching desired destinations with relative ease within a reasonable time, at a reasonable cost.

- RELIABILITY -- Providing reasonable and dependable levels of service by mode.

- COST-EFFECTIVE -- Maximizing the current and future benefits from public and private transportation investments.

- SUSTAINABILITY -- Meeting the needs of the present without compromising the ability of future generations to meet their own needs

- ENVIRONMENTAL QUALITY -- Helping to maintain and enhance the quality of the natural and human environment.

- SAFETY & SECURITY -- Minimizing the risk of death, injury, or property loss.

- COMMUNITY ENHANCEMENT & PRESERVATION -- Ensuring respect for community values and addressing equity concerns

- CUSTOMER SATISFACTION -- Providing transportation choices that are convenient, affordable and comfortable.

V. GUIDING DIRECTION FOR PLAN AND PROGRAM

The Interregional Improvement Plan and Program (IIP) will be guided by the principles, objectives, and criteria identified below. Another section of the Plan will identify strategies for each eligible program component.

V. 1. PRINCIPLES:

Eight key principles guide this Plan. The principles recognize the diversity of the state and important but varied interests between rural and highly urbanized areas. A key factor is the importance of the state's transportation infrastructure to the quality of life in California, and to the State's position in international trade and commerce. The key principles are:

- California's transportation planning process relies on open communication and an ongoing cooperative relationship between all members of the transportation community. Caltrans and the RTPAs must mutually consult, cooperate, and seek consensus on transportation priorities and strategies.

- Caltrans has a primary responsibility for the interregional mobility of people and goods. Regional and local agencies have primary responsibilities for regional and local mobility and for actions to manage commute and other congestion in their areas. Larger metropolitan areas are responsible for managing interregional commute congestion within the Transportation Management Area.

- The rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining and timber production. Recreational travel and tourism are vital to the state and regional economies, and are considered in all aspects of transportation planning.

- Connecting people and goods to growing urban centers, urbanized areas and major gateways is vital to the economy and quality of life in California.

- Movement of goods and services into and through urbanized areas and gateways and to intermodal facilities is a critical component of the interregional program.

- The designated Interstate system is the backbone of the state's transportation system for interregional, interstate and international goods movement, access to sea ports, air cargo terminals and other intermodal transfer facilities. Improvements within major gateways in urbanized areas will often involve interstate routes.

- Key segments of the state highway system are incomplete or under-developed. These will be developed to minimum facility standards as programming priorities allow, considering a range of qualitative and quantitative planning and operations factors.

- Intercity passenger rail is an important component of the State's interregional transportation system. Over the long term, the State will pursue true high speed rail (HSR) development in California, when economically feasible. In the interim, and as may be necessary to complement HSR in the future, Caltrans will continue to expand conventional intercity rail service in the three key statewide corridors, guided by the Intercity Rail Passenger Plan and Program. The State will advocate for an appropriate continuing level of service by interstate passenger rail providers (AMTRAK).

V. 2. OBJECTIVES:

Six key objectives are identified for the program. The objectives are:

- Completion of a trunk system of higher standard (usually expressway/freeway) state highways.

- Linking rural and smaller urban centers to the trunk system.

- Connecting urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility and access for the State's expanding population.

- Connecting all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.

- Ensuring a dependable level of service for movement into and through major gateways of statewide significance and ensure connectivity to key intermodal transfer facilities, sea ports, air cargo terminals, and freight distribution facilities.

- Implementing an intercity passenger rail program that complies with federal and state laws, improves service reliability, decreases running times and reduces the per-passenger operating subsidy.

V. 3. CRITERIA

Selection of projects for the Interregional Transportation Improvement Program will be based on the criteria below. A common criteria is defined for projects under the interregional improvement program as a whole. Additional criteria are identified based on each objective for the plan and program. A project may meet one or several of the criteria under the common or objective linked criteria. The primary program category (15% or 10%) is identified under which the project would typically be considered. A mix of program categories may apply to a particular project or series of projects in a corridor.

Overall Common Criteria:

• Benefit Cost Ratio • Reduces Delay • Improves Safety
• Overriding Statewide Interest

Objective: Completion of a trunk system of higher standard state highways.

Criteria: • On High Emphasis Route • On Focus Route
• Completes Key Segment 15%

Objective: Linking rural and smaller urban centers to trunk system.

Criteria: • On High Emphasis Route • On Focus Route
• Completes Key Segment 15%

Objective: Connecting urbanizing centers and high growth areas to the trunk system.

Criteria: • On High Emphasis Route • On Focus Route
• Completes Key Segment or Corridor 15%

Objective: Connects urbanized areas, major metropolitan centers and Gateways to the system.

Criteria: • On High Emphasis Route • On Focus Route
• Completes Key Segment • Connects to a Gateway
• Significant “through you” Improvement
• Addresses larger travel conflicts between regional/local and interregional movement 15%/10%

Objective: Improve level of service through Gateways and ensure connectivity to key commercial facilities.

Criteria: • Connects to Gateway • Significant “through you” improvement”
• Addresses larger travel conflicts between regional/local and interregional movement 15%/10%

Objective: Preserve and improve intercity rail service

Criteria: • Improve Service Reliability • Reduce Running Times
• Reduce Per Passenger Farebox Subsidy
• Protect States Rolling Stock Investment
• Ensure Compliance with Appropriate Regulations 15%

VI. STATE HIGHWAYS OVERVIEW

This section of the Plan addresses the state highway system and Caltrans responsibilities for the system. The system is fundamentally important to the economy and well being of the State and its population. It is fundamentally important to the interregional, statewide, national, and international transportation of people and goods. This section of the Plan is more detailed than other sections due to the critical role of the state highway system in California.

It would cost about $1 trillion to build the state highway system anew as it now exists. To protect and realize the maximum benefit from our investment in the highway system we must continuously maintain and rehabilitate it. The State Highway Operation and Protection Program (SHOPP) provides capital funding to accomplish this. Realizing optimum use of the system’s existing capacity through operational strategies and improvements helps achieve maximum performance from the investment. Capacity additions and higher volume facilities for the interregional system are needed to accommodate current demand and future growth. Transportation service to, through, and within Gateways is necessary to benefit trade and commerce, the interregional movement of people and goods, and to support statewide goals.

The state highway system fundamentally supports, directly and indirectly, the state’s economy and its continuing growth. It is a strategic component of the state’s economic health. California’s climbing statewide personal income of $760 billion per year, gross state product of greater than $800 billion per year, and housing, commercial and industrial construction of greater than $22 billion per year are supported by the state’s highway network. California’s foreign trade is approximately $300 billion per year and value of exported goods is $124 billion. California’s position on the Pacific Rim and within the North American trade corridors are key factors for future growth and need for strategically planned improvements to the state highway system.

The state highways serve a diverse range of needs for the interregional movement of people and goods. Economic sectors as diverse as recreational travel and tourism, mining and manufacturing, and goods movement are supported and underlain by the state highways. Recreational travel and tourism account for approximately $55 billion per year in total taxable transactions. In manufacturing, approximately two million people are employed with a payroll of about $65 billion per year. The value added by manufacturing in California is significant -- $155 billion per year. Mining and timber production are contributors to the economy and jobs in the rural areas. Approximately 2.3 billion board feet of timber is produced per year. A large portion of the timber in raw and processed form is transported on state highways. The value of mining is about $2 billion per year with much of the raw materials again transported on state highways.

VI.1. OWNER/OPERATOR

Caltrans is the owner and operator of the state highway system and is responsible for operations, maintenance, design, construction and long range planning for the system. Caltrans establishes standards and policies for the state highway system. Maintenance, rehabilitation, and operation of the system are the first priority for expenditure of state highway funds. As the owner operator of the system, Caltrans maintains it, and administers the State Highway Operation and Protection Program (SHOPP) for rehabilitation and operational improvements. Caltrans carries out its responsibilities in cooperation with regional and local agencies; however Caltrans remains responsible for the system.

Five key aspects of the state highway system are addressed within the following portion of this section. They are: 1) fundamentals - what are the system components and why are they important, 2) the Interregional Road System (IRRS), 3) IRRS High Emphasis and Focus Routes, 4) Gateways, and 5) Improvements to the IRRS from 1990 to 1996.

VI. 2. FUNDAMENTALS - BACKGROUND THAT FRAMES THE PLAN

The state highway system comprises approximately 15,200 miles of roadway. Over half (9,500) of the route miles are “conventional highways”. That means access from adjoining property is not restricted. Where access is restricted, a highway is either an “expressway” (intersections are not grade-separated) or “freeway” (intersections are grade-separated with interchange structures). Most “conventional highway” route miles are in rural areas and high growth areas (87%). Conventional highways provide reasonable service for most areas, especially for rural and lower volume routes. Passing and truck climbing lane improvements and improvements in alignment can typically provide a good level of service for the type and amount of travel. However the significant growth of California’s population in the past couple of decades, a trend

which is expected to continue, creates a need for greater capacity on conventional routes in many high growth areas. Generally this need is not triggered by interregional traffic demand, and should be addressed in the context of community and regional planning.

There are however a limited number of state highway routes that remain a priority for planning and construction to expressway and freeway standards in order to accommodate current travel demand and anticipate ten year demand. Route 99 through the central valley is an example. Nine urbanized areas surround Route 99 through the central and northern central valley. Much of the valley growth is expected to parallel the corridor. The freeway is complete from Bakersfield to Sacramento, with the exception of small portions in Madera and Merced County. In the northern central valley, pieces of the freeway are in place but most remains unconstructed. The importance of identifying and completing a limited number of state highways to a freeway or expressway standard in the near term will be discussed under IRRS High Emphasis and Focus Routes.

The freeway system in the largest urbanized areas was almost entirely completed about two decades ago. Some gaps remain, but for the most part the freeway system is complete. It was designed to accommodate projected population and traffic growth for the 1970's and early 1980's era. Current actual traffic volumes on most urban freeways far exceed those projected "design" volumes. Advances in traffic management and operational improvements (for example, metering and High Occupancy Vehicle Lane Networks) enable urban freeways to handle these higher traffic volumes. Regional efforts to manage congestion through transportation demand strategies, bus and guideway construction, and investments in rail service for metropolitan area trips have contributed to the continued high performance of the urban freeway system.

Urbanized areas account for about 50% of all freeway miles and about 60% of total freeway lane miles (2,000 freeway miles and 13,000 freeway lane miles respectively). The state highway system supports over 140 billion vehicle miles of travel per year, of which 63% is in urbanized areas. Within urbanized areas, 90% of the travel is on freeways. The importance of the state's freeway system to mobility of people and goods in urbanized areas and major metropolitan centers cannot be overstated. The freeway system in the metropolitan areas serves critical interstate, interregional, and international goods movement and provides access and connectivity to intermodal transfer facilities, sea and air ports, and to freight distribution centers. It is fundamentally important to the well being of the people and economy of the state.

The urbanized system is essentially a "built" system. The current challenge is to continue to maximize capacity through continuing operational improvements and strategies, capacity additions where warranted and through continuing congestion management actions by regional and local agencies. New technologies hold considerable promise to optimize system capacity and operations. The most critical

Gateways for international and interstate commerce, trade and goods movement and intermodal transfer are in the largest urbanized areas. The Gateways are dependent upon the freeway system for continuing reliable travel service levels, accessibility, and connectivity. The interstates are a focus in the Interregional Improvement Plan for transportation improvements in these Gateway areas.

VI. 2. INTERREGIONAL ROAD SYSTEM

The Interregional Road System (IRRS) was identified in statute in 1989 as part of the Blueprint legislation. It is simply a sub set of the existing 249 state highway routes. The IRRS system that was identified in 1989 included 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included and all major interregional routes, both conventional and expressway and freeway. Six additional routes have been added to the system since that time by locally sponsored legislation. There are currently 87 IRRS routes in statute.

The 1989 Blueprint specified that Caltrans Proposed State Transportation Plan limit its improvement proposals to the IRRS and to the non-urbanized portions of the IRRS route, except under specific overriding conditions. A further requirement was that the improvement had to be included in the Interregional Road System Plan that Caltrans prepared and delivered to the Legislature as part of the Blueprint requirements. The IRRS Plan could only include projects outside of the urbanized areas. The plan was prepared with the advice of the California Transportation Commission and in cooperation with regional agencies. It identified 278 state highway improvements totaling over $3 billion. SB 45 removed the requirement that an improvement must be in the IRRS Plan. SB 45 requires that the Interregional Transportation Improvement Program (ITIP) include a specific minimum guarantee of funds to be programmed on IRRS routes in non-urbanized areas.

Due to the large number of routes and capacity improvements needed on the Interregional Road System, the IRRS plan identified 13 of the 87 routes as being the most critical IRRS routes and identified them by the term “High Emphasis Routes”. High Emphasis Routes were a priority for programming and construction to minimum facility standards in Caltrans Proposed State Transportation Improvement Program for the 1990-1996 State Transportation Improvement Programs (STIPs). The minimum facility standard for most routes was, and continues to be, freeway and expressway. Lower volume or mountainous routes typically have lesser standards of fully improved 32’ - 40’ pavement and improved alignments. The term “high emphasis”, and the priority for improvements to routes in that category, continue as a basis for common and understood usage between Caltrans and regional agencies. The Interregional Road System and High Emphasis Routes are incorporated into both Caltrans system planning for long range highway improvements and in most regional transportation plans and planning processes.

The original 13 High Emphasis Routes (or portions) were: Routes 14, 36, 44, 46, 58, 86, 99, 101, 111, 120, 152, 299, and 395. The interstates were included as High Emphasis, however it was noted that for purposes of the Interregional Road System Plan itself, that they were considered "completed" facilities and not a priority for programming improvements. They were not included in the original "count" of 13 High Emphasis routes. (Refer to High Emphasis Route Map) The inclusion of interstates in the High Emphasis category was to highlight their critical importance to interregional travel and the state as a whole. Concentration of project funding on the non-interstates acknowledged the significantly underdeveloped and incomplete statewide freeway and expressway system and population growth trends along the system. It also acknowledged the higher facility type (freeway) for the interstates and that the interstates were complete for near term capacity demands. More travel growth could be accommodated on the non-urbanized interstates for the near term without a significant reduction in the level of service than on the other portions of the system of lower facility standards.

VI. 3. HIGH EMPHASIS AND FOCUS ROUTES

The Interregional Transportation Improvement Plan keeps the original 13 High Emphasis routes and adds an additional 19 routes to the category. There are 32 total High Emphasis routes in the Plan. In some cases the High Emphasis route is a series of joined portions of routes that constitute a major logical transportation corridor. Route 299 and Route 20 are two examples of High Emphasis routes in the Plan that are comprised of major portions of the primary route but also include sub portions of other routes. The mix of a primary corridor and portions of another is typically due to an existing adjacent route being a preferred alignment or an improved facility segment or may be due to the nature of travel or growth in the area. Route 299, for purposes of the Plan and the High Emphasis category, includes from west to east, Routes 299, 36, and 44. Route 20 includes Route 20 and portions of Route 29, 53, and 49. (Refer to High Emphasis Interregional Routes Map and Planning Guide/Technical Appendix).

Inclusion of additional routes, or portions of routes in an overall transportation corridor, is based on the past eight years planning and programming experience with the legislative IRRS Plan and Caltrans continuing statewide system planning. These efforts have identified the need for some limited additional routes to be brought into the High Emphasis category and also to call out and name the interstates. Overall, the revisions to the High Emphasis category represent routes that have become of increasing interregional importance from a statewide perspective in the past several years. While the non-urbanized portions of the interstates continue for the most part to provide an adequate level of service now and projected for the nearer term, there are increasing examples statewide of recurrent congestion on key interstate goods

movement corridors due to interregional travel conflicts between recreational, goods movement and other interregional trips. Interstate 15 in rural San Bernardino is an example of an interstate that is becoming increasingly congested. Interstate 5 in Tehema County is another example.

The term “Focus Routes” is a phrase specific to this Plan. Focus Routes are a subset of the 32 High Emphasis Routes. The routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in the 20 year period. Completion of the Focus Routes to minimum facility standards (for most routes freeway or expressway) will assure a statewide trunk system is in place and complete for higher volume interregional trip movements. Focus Routes will serve as a system of high volume primary arteries to which lower volume and facility standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. Timing for improvements will be based on a combination of qualitative and quantitative factors discussed later in the Plan (section VIII). The routes, taken as a whole, constitute a “backbone” for additional capacity and complete facilities for the state. They balance north - south and east - west access and connectivity statewide. The Focus Routes assure rural connectivity for the north state and otherwise connect the fastest growing urbanized areas and urban centers to a trunk system. All Focus Routes are on the National Highway System, Freeway and Expressway System, and are STAA Truck or Truck Terminal Routes. (Refer to the IRRS Focus Routes Map and to the Technical Appendix)

VI. 4. GATEWAYS

Gateways are principal centers of major state, national, or international trade and commerce, goods movement and intermodal transfer. They typically are the largest metropolitan centers in the state and the locations of the largest international air passenger and air cargo ports, sea ports, intermodal transfer centers, and freight and goods movement distribution centers. Gateways are also key passage ways into and out of the state or into critical geographic areas of the state. Gateways are across state borders, international borders, or for example, into the central valley (via I-5 grapevine near Bakersfield) or I-80 across the Sierra and on into the State of Nevada. A Gateway in some instances may be a single key state route that is a critical passageway into a major metropolitan center that has international, national and statewide significance. I-205 and I-580 from the San Joaquin Valley into the Bay area are two examples of Gateways that are state highway routes. (Refer to Gateway Map)

There are other Gateways beyond those identified on the map that serve industrial and manufacturing centers, are major recreational centers, or entrances into sub regions of the State. For purposes of the Plan, the Gateways have been limited to the fewest number possible that represent the largest centers of intermodal transportation activities and commerce and other key Gateways of statewide significance.

VI. 5. WHAT'S BEEN PROGRAMMED OR BUILT ON THE IRRS - 1990 to 1996

Forty four of the original 278 projects identified in the 1990 IRRS Plan to the Legislature have been programmed in subsequent STIPs (1990-1996). Several have been constructed and are open to travel. The projects represent about $1.1 billion of State Highway Account Investment. Thirty three of the projects are on High Emphasis routes and are major system improvements. These projects complete significant portions of the route to the minimum standard facility identified in the origional IRRS Plan. Route 395 along the eastern Sierra and Routes 111, 7 and 86 in Imperial Counties are particular examples of significant improvements made to the interregional system from the 1990 Plan. The programmed projects will nearly complete the facilities to minimum standard. In total about 154 miles of lane additions to the interregional system were programmed (primarily expressway lane miles) and about 23 miles of passing lane and truck climbing lanes. Several regionally significant state highway bypasses were programmed in the IRRS. The Truckee Bypass on Route 267 in the Sierra (Tahoe area), the Mojave Bypass on Route 58, and Willitts Bypass on Route 101 are examples of major progress for improving the interregional system in the prior STIPs.

VII. PRIORITY CONSIDERATIONS FOR STATE HIGHWAYS

This section describes in more detail the basis for selecting certain corridors for priority planning and programming in non-urbanized areas, identifies the corridors, and discusses how the other state highways will be improved. It also describes the approach to improvements in Gateway areas and the importance of the Gateways themselves.

VII.1. High Emphasis IRRS Corridors

The highest priority for planning and programming for the Interregional Road System is on the ten Focus Routes discussed in the prior section. The routes themselves are named and described in detail later in this section. The goal is to make significant progress towards programming improvements to the routes in the near term so that the routes are complete to minimum facility standards by the end of the twenty year planning horizon. For longer and more complex routes it will not be possible to improve the entire route length to minimum facility standards during that time frame. For other routes on which significant progress was made in the past six years, few additional projects, or a single project, are needed to complete the route. Examples of routes with few remaining segments to improve in order to complete the entire route to minimum facility standard are Routes 111 and 7 in Imperial County and completion of Route 78, the Brawley Bypass (completes Route 86). Route 99 from Bakersfield to Sacramento is another example of a nearly complete freeway facility. Expressway sections remain only in Madera and Merced Counties.

In some limited instances it may be necessary to move priorities within Focus Route segments or to another High Emphasis Route to address a significant unanticipated interregional travel problem of larger statewide or interregional importance. Each biennial Plan update will review the Focus Routes, other High Emphasis Routes, Gateways and the state highway system as a whole to ensure that the Plan responds to major changes in interregional travel conditions in California. The goal of completing the Focus Routes to the minimum facility standard in the twenty year period will remain a priority. Meeting that goal will require joint planning and sharing of transportation resources with regional agencies.

Completion of the Mexico Border Gateway Routes (Routes 7, 111, 78, 86, and Interstate 905) is a continuing priority. The past several years of STIP programming for Routes 7, 111 and 86 represent a considerable and important investment for this area of the state and for interregional travel. Routes 111 and 7 are nearly complete and with completion of Route 78 (Brawley Bypass) Route 86 will also be complete. Early completion of these routes to minimum facility standards will ensure maximum return on the orginal state's investment because I-905 will serve regional as well as border Gatweway traffic, its completion will require a significant regional joint planning effort and sharing of regional and interregional funds.

Concept statements for each of the Focus Routes are included in the Plan. They identify an interregional mobility goal for each route, the facility standard to meet the concept, and strategies to develop the route. The strategy includes cooperative actions with regional and local agencies. The statements follow section VIII. The routes in the Mexico Gateway are included on one Concept statement.

The routes are briefly described below. They are listed geographically from west (ocean) to east (Sierra) and from south to north (Bakersfield to Redding).

VII. 2. Focus Routes - Non Urbanized

MAJOR NORTH/SOUTH ROUTES

- Route 101 - Los Angeles to Oregon Border. Serves diverse travel demands throughout its length; major commute corridor through the Bay Area and other urbanized areas and major truck and life line route for the coastal north state.

- Route 99 - Bakersfield to Tehama County. The corridor from Bakersfield to Route 70 in Sutter County, north of Sacramento, is a major goods movement corridor and increasingly a major commute corridor. It is the backbone for mobility and access in the rapidly growing central valley and into the Bay Area Gateway across the Altamont (Routes 205 and 580). The route is the primary state highway for eight of the nine urbanized areas in the central valley. It includes Route 70 from the Sutter 99/70 junction to Route 149 in Buttte County for purposes of the Focus Route.

- Route 395 - San Bernardino to Oregon State Line. Serves both major rural recreational and tourist travel to the eastern Sierra and is a significant goods movement route for trucks from the eastern Sierra into California. It is the principle state route for residents of Inyo and Mono County. It includes Route 14 for purposes of the Focus Route.

- Mexico Gateway Routes - are considered a Focus Route (aggregation of routes with a common purpose) within the Plan. See discussion of Mexico Border Routes in prior section.

MAJOR EAST/ WEST ROUTES

- Route 58 - A major non-interstate goods movement route for interregional through movement. Provides operational flexibility for coping with emergencies and an alternative interregional route to bypass L.A. Basin congestion. Links I-5 and Rte 99 to I-15 and I-40 into Nevada and Arizona connecting with southwest and southern U.S. Also links with Routes 395 and 14 to provide connection to the eastern sierra region, Nevada, and north west U.S.

- Route 198 - Provides only direct east / west link between Route 99 and I-5 for the lower central valley from above Bakersfield to south of Merced, a distance of 140 miles. An alternative route for cross valley goods and people movement in the event of valley emergencies. Primary route to the national defense station (Lemoore Naval Air Station) and directly serves the high growth Visalia urbanized area. Connects from I-5 to Route 41 as an alternative for travel into the Fresno urbanized area and goods movement/transfer centers.

- Routes 41 and 46 - Links U.S. 101, I-5 and Route 99 for interregional through movement and provides operational flexibility for emergencies across multiple counties from coast to valley. A goods movement route from U.S. 101 to I-5 and across the valley to Route 99. Provides connection to the high growth central valley urbanized areas on Route 99.

- Routes 152 and 156 - Provides the only direct agricultural and goods movement route south of the Bay area to the coast. Links Route 99, I-5, and U.S. 101 to the urbanized Monterey Bay area and coastal recreational areas, agricultural centers and high growth valley centers. Only major east/west link between I-205 and Route 41 in the valley, a distance of 120 miles.

- Route 20 (29, 53 and 49) - Serves the major east/west interregional movement for people and goods across the northern central valley. Links U.S.101, I-5, Route 99, Route 70 and I-80. Provides routing alternatives for emergencies in the north state. Serves recreational travel from the Sierra to the north coast.

The north state “cross roads” or “hub” for agricultural and goods movement in the north valley and through the Yuba City / Marysville urbanized area for connections to Routes 99 and 70. Connects the high growth Route 49 corridor in Placer County to I-80.

- Route 299 (44 and 36) - Provides the only major east/west transportation facility in north state for people and goods movement and lifeline connectivity. Links rural and small urban centers across the north state and trucking to U.S. 101, I-5, and U.S. 395 and to the Redding urbanized area. Provides emergency access and routing into and across north state. Serves north state recreation and tourism.

INTERSTATES AND OTHER STATE ROUTES

The interstates are a primary consideration for the state’s highway system in both non urbanized and urbanized areas. In rural and non-urbanized areas they primarily serve critical interregional goods movement needs. In rural areas and slower growth areas they have adequate capacity. For the most part the non-urbanized portions of the interstates are currently operating within a reasonable level of service. The level of service will decrease depending upon the rate of adjacent land development and changes in interregional goods movement demand. For purposes of the Plan the interstates are recognized as being the cornerstone of the state highway system. They are on the legislative IRRS and are High Emphasis routes. For purposes of the Plan they are not included as Focus Routes due to their relative “completeness” and capacity adequacy for the nearer term. Adjustments will be made in the Plan and program with each biennial update as significant changes in interstate service levels occur.

Other state routes that are IRRS routes and not High Emphasis, or that are not on the legislative IRRS, will be improved primarily with regional share dollars, local funds, and through the State Highway Operations and Protection Program (SHOPP). The state may partner with regional agencies on a route by route basis for selected route improvements, however most investments will be on the High Emphasis and Focus Routes. Many of the non-High Emphasis IRRS routes are corridors on which rapid land development is taking place. Many of the routes are two lane conventional. It is outside of the scope of this Plan and program strategy to address the statewide issues for improving the conventional system as a whole to higher standards. For purposes of new town development, larger site developments, or cumulative multi-county impacts along conventional routes, cities and counties are encouraged to consider a full range of financial alternatives, mobility strategies and mitigations in the general plan process to address these critical issues. Local agencies are encouraged to work closely with Caltrans to develop voluntary access management plans to optimize operation of the conventional facility and ensure the safest possible travel conditions within the type of facility. Regional agencies are encouraged to comprehensively consider this issue in the regional planning process.

VII. 3. Focus Route Concepts and Approach to Improvements

A one page concept statement describing the interregional mobility goal for the route, facility standard to meet the concept, and strategy to develop the route has been developed for each of the Focus Routes. The statement is a plan of action for each route and involves cooperative and complimentary regional and local actions. Statements for each of the ten routes follows this subsection. The route order follows from north - south routes (ocean to Sierra) and continues with the east - west routes (south of state to top).

* For purposes of this Discussion Draft the concepts are a separate “inset” and are not consecutively numbered.

DISCUSSION DRAFT

U.S. 101

CONCEPT

INTERREGIONAL MOBILITY GOAL - U.S. 101 runs North-South along the California coast. Between the Los Angeles area the San Francisco Bay area it is both a high capacity facility that provides a consistent high level of service through urban and rural communities. North of the Bay Area, it is generally a lower capacity facility that provides lifeline accessibility for rural communities and for the interregional movement of people, goods, and recreational travel to the northwestern part of the state.

FACILITY STANDARD TO MEET CONCEPT

- 4-10 lane freeway from Los Angeles through the San Francisco Bay Area to Cloverdale, with intermediate 4 lane expressway segments from Goleta to Gilroy.

- 4 lane freeway / expressway from Cloverdale to north of Eureka.

- 2-4 lane expressway with passing lanes from north of Eureka to Oregon.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategy to ensure that the state's interregional needs, including lifeline and recreational requirements in the north state, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and major regional trip volumes by supporting wise local land use decision making and providing alternative transportation infrastructure and modes for regional trips.

- Continuous improvement of U.S. 101 for increased interregional travel demand emphasizing goods movement, recreation and lifeline needs includes the following actions:
    - Convert expressway segments from LA to Cloverdale to freeway, and add lane capacity for increased interregional travel demand, emphasizing goods movement and interregional travel volumes;
    - Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.
    - In the near term, improve existing facility at Prunedale; over the longer term, complete freeway bypass when warranted and with substantial local funding participation.
    - Close freeway and expressway gaps north of Cloverdale.

DISCUSSION DRAFT

STATE ROUTE 99 & 99/70 CORRIDOR "Y" TO SR 149

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 99 and SR 70 are high capacity North-South facilities that provide a consistent high level of service for interregional movement and connectivity of people and goods to and through the urban and rural areas of the central and north part of the State.

FACILITY STANDARD TO MEET CONCEPT

- 4-8 lane freeway from south of Bakersfield to the SR 99/70 junction ("Y") north of Sacramento.

- 4 lane freeway from SR 99/70 "Y" to Marysville on SR 70 and 4 lane conventional to Yuba City on SR 99. Route concept and future freeway alignment from Marysville/Yuba City north to Chico to be determined. Post 2020 concept of chosen corridor is 4 lane freeway.

- 4 lane expressway from the end of the Chico freeway to Corning (South Avenue) in Tehama County. 2 lane conventional with passing lanes from Corning to Red Bluff.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.

- Cooperatively fund interchange construction to close expressway gaps at the earliest opportunity and prior to cumulative growth impacts or large impact local and regional developments. Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Continuous improvement of SR 99 to high capacity facility by these actions:

  BAKERSFIELD TO 99/70 JUNCTION IN SUTTER COUNTY

  - close all remaining expressway gaps south of the 99/70 junction;
  - add freeway lane capacity for increased interregional travel demand for goods movement and major interregional commute volumes.

  99/70 JUNCTION TO CHICO AND CHICO TO RED BLUFF

  - construct 4 lane expressway segments on SR 70 south of Marysville - Stage 1; construct 4 lane conventional on SR 99 south of Yuba City:
  - close expressway gaps from Marysville to Chico - stage 2 or earlier;
  - construct 4 lane expressway north of Chico to Corning.

DISCUSSION DRAFT

U.S. 14/ 395

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Routes 14 and 395 are considered one corridor for purposes of this plan. It is one of the four major north-south corridors serving California. The corridor is a "gateway" with the State of Nevada. It is a 557 mile north/south rural facility, divided into two segments, one between Southern California and the Nevada state line near Topaz Lake, and one from the Nevada State Line near Reno to the Oregon state line north of Alturas. It provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. 85% of trips are recreational oriented.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway from I-15 in San Bernardino County to Lee Vining in Mono County north of Mammoth Lakes, and combination 4 lane conventional roadway, 4 lane expressway, and 2 lane fully improved conventional roadway with passing lanes Lee Vining to the Nevada State Line (south).

- 4 lane freeway and expressway from the Nevada state line near Reno to State Route 36 at Susanville, 2 lane expressway from Susanville to Alturas, and 2 lane conventional roadway from Alturas to the Oregon state line.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.
- Close conventional roadway and expressway gaps to facilitate recreational travel and goods movement.
- Provide adequate passing facilities on 40 foot roadway segments in mountain areas to facilitate the safe movement of recreational vehicles and trucks .
- Continuous improvement of U.S. 395 for increased interregional travel demand emphasizing goods movement, recreation and lifeline needs includes the following actions:
    - close expressway and conventional roadway gaps north of the State Route 14 junction;
    - construct fully improved 2 lane conventional with passing lanes north of Lee Vining;
    - begin construction of 4 lane expressway segments south of SR 14 to I-15 and north of the Nevada State Line to State Route 36.

DISCUSSION DRAFT

STATE ROUTES 7, 111, 78, & 86 and INTERSTATE 905

NAFTA GATEWAY

CONCEPT

INTERREGIONAL MOBILITY GOAL - Interstate 905 and portions of State Routes 7, 111, 78, and 86 together, comprise the significant North American Free Trade Agreement (NAFTA) gateway providing a high level of service for the movement of international goods and passengers into and out of the international ports of entry (POE) with Mexico.

FACILITY STANDARD TO MEET CONCEPT

- For I-905: 4 to 6 lane freeway from the Mexican POE to Interstate 805 in San Diego.

- For SR 7, 111, 78, and 86; 4 lane expressway from the Mexican POE to just north of the Riverside County Line. 4 lane freeway from the county line to Interstate 10 near Coachella.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.

- Cooperatively identify and fund capacity improvements. Where regional growth is a factor, strongly encourage local agencies to share funding responsibilities to ensure timely construction and minimize travel delay.

- Continuous improvement of the NAFTA Corridors include these actions:

  - Complete the partially funded SR 7, a 4 lane expressway from Mexico to I-8.

  - Convert the remaining 2 lane conventional segments on SR 111 between I-8 and Brawley. This include completing the partially funded Brawley bypass. These action will greatly reduce delays, improve safety, and improve the quality of life in Brawley.

  - Complete the unconstructed portion of I-905 to the Mexican border. This will replace the Otay Mesa Road as the primary access to the POE thereby improving capacity and safety and reducing delays.

DISCUSSION DRAFT
STATE ROUTE 58
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 58 is a high capacity, high level of service East-West facility that provides significant goods/freight movement connections between I-5 and SR 99 in the Central Valley, SR 14 linking, and I-15 and I-40 via Barstow. It connects (via SR 99 and I-5) to other regions in Central and Northern California, (via SRs 14 and 395) to the Eastern Sierra region and the SR 395 Gateway, via SR 14 and I-15 to urban Southern California, and (via I-15 and I-40) with Nevada, Arizona and the southern United States.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway/freeway from I-5 to SR 99.
- 4 to 6 lane freeway from SR 99 to SR 14.
- 4 lane expressway from SR 14 east of Mojave to I-15.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.
- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips, especially in the Bakersfield and Barstow areas.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.
- Provide continuous 4 lane expressway and freeway segments to facilitate the safe movement of trucks .
- Improving SR 58 to accommodate increased interregional travel, particularly goods movement volumes, requires the following actions:
  - Convert remaining 2 lane conventional roadway segments to 4 lane expressway or freeway between I-5 and SR 99 (including realignment) and in San Bernardino County;
  - Convert remaining 22 miles of expressway to freeway east of Bakersfield in Kern County, and complete bypass at Mojave.

DISCUSSION DRAFT

STATE ROUTE 198

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 198 is an East-West interregional facility providing a high level of service for agricultural truck and passenger travel across the San Joaquin Valley between the junction of I-5 in Fresno County to SR 99 in Tulare County.

FACILITY STANDARD TO MEET CONCEPT

- 2 lane conventional, fully improved, with passing lanes from I-5 to Lemoore Naval Air Station.

- 4 lane freeway / expressway from Lemoore Naval Air Station to SR 99.

STRATEGY TO MEET CONCEPT

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Convert the 2 lane conventional roadway segment (approximately 10 mile in both Kings and Tulare counties) to a 4 lane expressway to improve safety and facilitate both agricultural goods movement and passenger travel.

- Convert 4 lane expressway segments between Lemoore Naval Air Station and SR 99 to 4 lane freeway.

- Fully improve the 18 mile 2 lane conventional segment and add passing lanes from I-5 to the Lemoore Naval Air Station. Passing lanes will improve safety and facilitate goods movement and recreational travel.

- Support wise local land use decisions and provision of alternative transportation infrastructure for regional trips, especially in the fast growing Lemoore and Hanford areas.

DISCUSSION DRAFT
STATE ROUTE 41
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 41 is an East-West interregional, primarily rural facility, providing a moderate level of service for truck, agricultural, passenger, and recreational travel, (via SR 46) from the Central Coast and U.S. 101 at Paso Robles, to I-5 and across the San Joaquin Valley to State Route 99 at Fresno, with links to other regions via I-5 and SR 99.

FACILITY STANDARD TO MEET CONCEPT

- 2 lane conventional, fully improved, with passing lanes from SR 46 to Interstate 5.
- 2 lane expressway, with passing lanes, from Kettleman City just east of I-5 to just south of SR 198, south of Lemoore.
- 4 lane expressway from Lemoore to SR 99 at Fresno.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.
- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay, especially in the fast growing Lemoore and Fresno areas.
- Construct a series of passing lanes along the 27 mile 2 lane conventional segment between SR 46 and I-5 to improve safety and facilitate both goods movement and recreational travel.
- Construct passing lanes along the 22 mile 2 lane conventional segment between Kettleman City east of I-5 to just south of SR 198 near Lemoore to improve safety and facilitate both goods movement and recreational travel
- Provide a continuous 4 lane expressway from the Kings / Fresno County line to Fresno to reduce travel delay and improve safety.
    - Upgrade the 7 mile 2 lane expressway segment to 4 lane expressway east of the Kings / Fresno County line.
- Convert the 7 mile 2 lane conventional segment to 4 lane expressway south of Fresno.

DISCUSSION DRAFT

STATE ROUTE 46

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route is an East-West interregional, primarily rural facility, providing a moderate level of service for truck, agricultural, passenger, and recreational travel, from the Central Coast and U.S. 101 at Paso Robles, to I-5 at Lost Hills, with links to other regions via I-5.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane freeway from U.S. 101 at Paso Robles to the future intersection of Dry Creek Road.

- 4 lane expressway from the future intersection of Dry Creek Road east of Paso Robles to I-5 in Kern County.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay, especially in the fast growing Paso Robles area.

- Expand existing 2 lane expressway segments in San Luis Obispo County to a continuous 4 lane freeway/expressway from Paso Robles to the east. This will improve safety and facilitate both goods movement and recreational travel.

- As near-term strategy, construct passing and truck climbing lanes between SR 41 and I-5 until a 4 lane expressway is built. Passing lanes will improve safety and facilitate goods movement and recreational travel. As long-term strategy, convert the existing 2 lane conventional roadway to 4 lane expressway from SR 41 to I-5 in Kern County.

DISCUSSION DRAFT
STATE ROUTE 152
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 152 is an East-West rural interregional facility connecting the southern portion of the San Francisco Bay Area (junction SR 101 near Gilroy) to the Central Valley (SR 99 in Madera County), with linkage to Southern California via I- 5 and SR 99. SR 152 provides a moderate level of service for commercial truck travel, agricultural truck access to the Salinas and Central valleys, and recreational travel to the Monterey Bay area (via SR 101 and SR 156).

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway from U.S. 101 at Gilroy in Santa Clara County to SR 99 in Madera County.

STRATEGY TO MEET CONCEPT

- Convert the two remaining conventional roadway segments (an 11 mile 2 lane conventional segment just east of U.S. 101 and a 7 mile 4 lane conventional segment at Los Banos) to expressway to improve safety and facilitate the movement of goods and recreational travel. Where regional growth is a factor, encourage local agencies to share funding responsibilities to ensure timely construction and minimize travel delay.

    - Continue with the strategy of constructing passing lanes throughout the 11 mile 2 lane conventional segment just east of U.S. 101 until a 4 lane expressway can be built. Passing lanes will improve safety and facilitate goods movement and recreational travel.

    - Construct the Los Banos bypass, an initial 2 lane expressway on 4 lane right-of-way. With significant development planned in the Los Banos area and the interregional significance of the route, this improvement is needed to achieve the route concept.

- Support wise local land use decisions, and provision of alternative transportation infrastructure for regional trips, especially in the fast growing Gilroy and Los Banos areas.

DISCUSSION DRAFT

STATE ROUTE 156

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 156 is an East-West interregional facility connecting the Monterey Peninsula to U.S. 101 and SR 152. It extends from the junction of SR 1 in Monterey to U.S. 101, then, with a break in route, from the junction of U.S. 101 in San Benito Co to SR 152 in Santa Clara Co. SR 156 provides a moderate level of service for agricultural truck travel out of the Castroville / Monterey Bay / Salinas Valley / Hollister to the Central Valley, and for recreational travel to the Monterey Bay area (via U.S. 101), with linkages to other regions via I- 5 and SR 99.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway from SR 1 at Castroville in Monterey County to SR 152 east of Hollister in San Benito County.

STRATEGY TO MEET CONCEPT

- Convert the 2 lane conventional roadway segments (approximately 7. 9 miles) to 4 lane expressway between SR 1 and U.S. 101 and between San Juan Bautista and the recently complete Hollister bypass. This will improve safety, reduce delay and facilitate the movement of agricultural goods and recreational travel.

- Identify, prioritize, and fund improvements to convert the 2 lane expressway and conventional roadway (approximately 15.7 miles) to 4 lane expressway between U.S. 101 and SR 152. Identify timing of improvements to ensure that the state's interregional needs and regional lifeline and recreational needs are comprehensively planned and programmed.

- Manage future travel demand to maximize capacity for interregional (primarily weekend recreational) and local trip volumes by supporting wise local land use decision making and providing alternative transportation infrastructure and modes for local and sub area.

DISCUSSION DRAFT

STATE ROUTES 20, 29, 53, 49

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Routes 20, 29, 53 and 49, for purposes of the plan, are considered one corridor. It is a significant west/east mostly rural northern California corridor from U.S. 101 in Mendocino County, through the Clear Lake area, across the Sacramento Valley, connecting to I-80 in the high Sierras and to I-80 via Route 49 in Auburn. The facility provides a moderate level of service and lifeline accessibility for interregional movement of people, goods, agriculture, and recreational travel across the northern part of the state.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane freeway/expressway for SR 20 (US 101 to Upper Lake), SR 29 (SR 20 at Upper Lake to SR 53 at Lower Lake), and SR 53 (SR 29 at Lower Lake to SR 20 near Clearlake Oaks).

- 2 lane conventional, fully improved, with passing and truck climbing lanes throughout most of the remainder of SR 20 east of SR 53 to I-80.

- 4 and 5 lane conventional (left turn lanes) for SR 49

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategy to ensure that the state's interregional needs, including lifeline and recreational requirements in the north state, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and local trip volumes by supporting wise local land use decisions and the provision of alternative transportation infrastructure for local and sub-area trips, especially in the Yuba City/Marysville and the Clear Lake areas.

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Provide adequate passing facilities and truck climbing lanes on 40 foot roadway segments in mountainous and agricultural areas to reduce delays and improve passing opportunities for trucks, farm equipment, and recreational vehicles.

- Initial emphasis on 4 lane facilities to the east and west of Lower Lake on both SR 29 and SR 53 and on SR 49.

DISCUSSION DRAFT

STATE ROUTE 299, 44, 36

CONCEPT

INTERREGIONAL MOBILITY GOAL - State Routes 299, 44, and 36 for purposes of the plan are considered one corridor. The combined corridor is the northern-most significant west/east rural corridor in the state, traversing 191 miles. It comprises SR 299 from the junction of U.S. 101 in Humboldt Co to I-5 in Shasta Co., SR 44 from the junction of I-5 in Shasta Co to SR 36 in Lassen Co., and SR 36 from the junction of SR 44 in Lassen Co to U.S. 395 in Lassen Co. The corridor provides a moderate level of service and lifeline accessibility for interregional movement of people, goods, and recreational travel from the coast of northern California to Susanville, where it connects to U.S. 395 near the Nevada State Line.

FACILITY STANDARD TO MEET CONCEPT

- 2 to 4 lane conventional roadway and expressway, fully improved, with passing and truck climbing lanes throughout most of the three route corridor.

- 4 lane expressway and freeway in and near the City of Redding for both SR 299 and SR 44.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategy to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and local trip volumes by supporting wise local land use decisions and providing alternative transportation infrastructure for local and sub area trips, especially in the growing Redding urbanized fringe areas.

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Provide adequate passing facilities and truck climbing lanes on fully improved 40 foot roadway segments in mountainous areas to reduce delays and improve passing opportunities necessitated by the terrain and the combined high number of trucks and recreational vehicles.

- Provide a 4 lane freeway segment on the existing 2 lane segment just east of Redding on SR 44 to Palocedro.

VII. 4. PROGRAM TRACK FOR IMPROVEMENTS TO IRRS

TO BE ADDED

VIII. GATEWAYS

Nine gateways of major statewide significance are identified in the Plan. The Gateways will be primary areas for consideration of funding in the 10% category of the Interregional Improvement Program. The Gateways include the two largest metropolitan centers in the state. Within these two Gateways are the largest seaports, international air passenger and cargo ports, intermodal transfer facilities and distribution centers in the state and among the larger national facilities. Within the metropolitan Gateways is the Gateway to the Pacific and Pacific Trade. The Gateways include the major interstate goods movement flow corridors into the state and from Mexico. The major freight rail corridors are included. (Refer to Gateway map).

The Gateways are:

- Mexico - Includes the Ports of Entry and the key State Routes, Rtes 111, 7, 86 and 78 and unconstructed I 905. The Gateway is the north american trade route(s) into the state and for interstate connections, including into the L.A. Basin.

- Arizona - Nevada - Includes the key interstate routes, I-8, 10, and 40. The interstates are critical gateways for goods movement, connectivity and access into the Los Angeles Gateway and Mexico Gateway.

- Nevada I-15 - A vital gateway connecting interstate goods movement in the state and linking to the Los Angeles Gateway. Connects to Route 58, an important non-interstate goods movement corridor, and to U.S. 395.

- Los Angeles Area - This gateway is internationally and nationally significant. The state's two largest sea ports and largest international air port are within the Gateway. The area contains the largest intermodal distribution and transfer facilities on the west coast and among the largest in the nation. The major urban freeways transport the largest volumes of goods and freight through the area and are among the highest volume freeways in the nation. The freight rail system is a vital component of the Gateway.

- Grapevine - I-5 into the Central Valley. The grapevine is a vital Gateway into the central valley for goods movement and for interstate and international transport for North American trade. Provides direct access and connectivity into the I-5 corridor and connections to other Gateway areas.

- U.S. 395 - The major entrance from the eastern sierra into the state for goods and people movement and for recreational travel and tourism. Provides connectivity to Routes 14 and 6, other IRRS High Emphasis Routes.

- Sierra I-80 - Provides access across the Sierra for major interstate goods movement and transport into the Sacramento and Bay areas and connectivity to other vital Gateways.

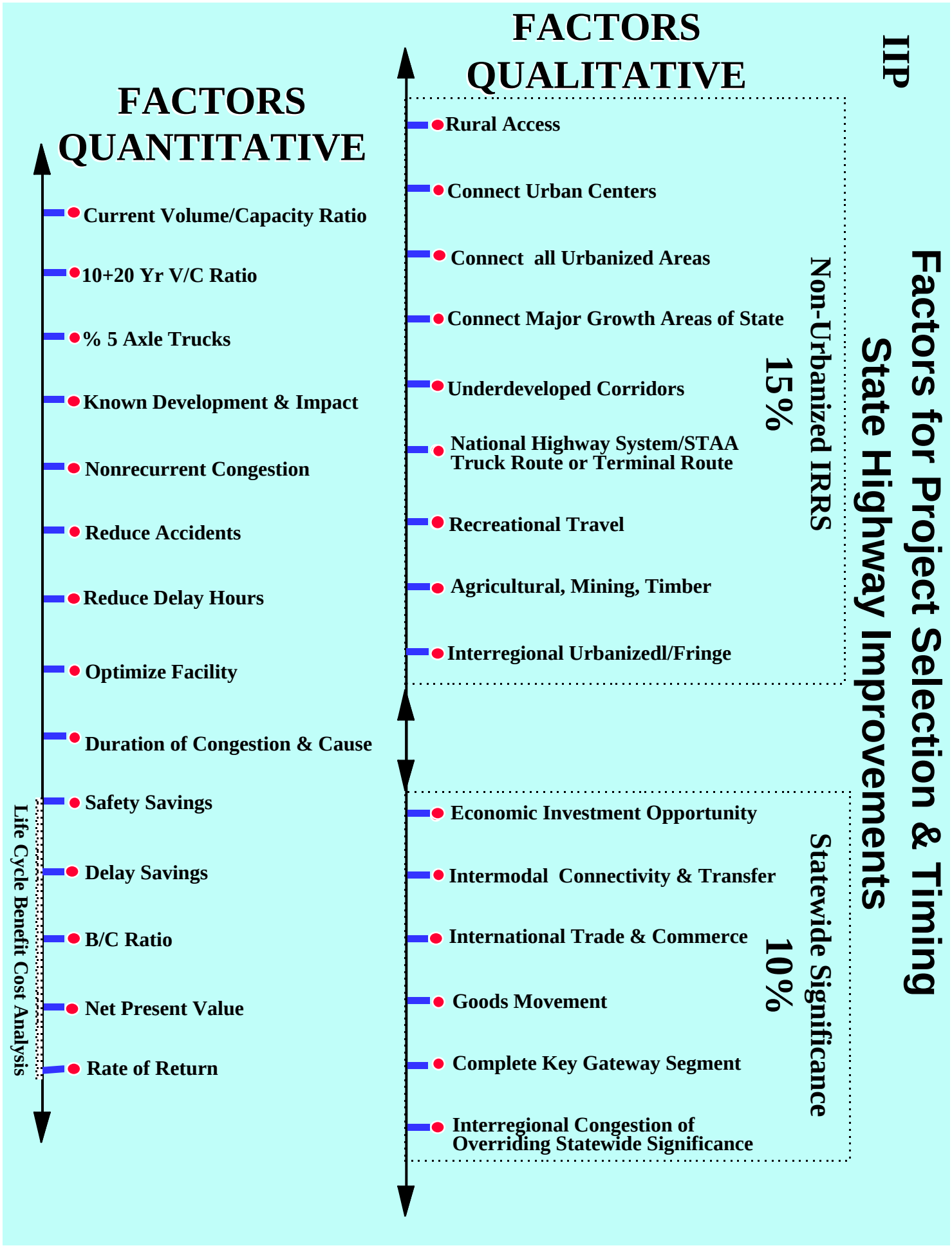
- Bay Area and Central Valley Connections - The northern metropolitan center and valley connections for commerce and trade, intermodal transfer, freight and goods movement, and distribution facilities. The Port of Oakland and two major International air passenger and cargo centers are within the Gateway. Key intermodal facilities and distribution centers are located in it and the heaviest traveled interstate freeways in the north state provide access into the Gateway and circulation and connectivity within. I-205 from the central valley and 580 over the Altamont are vital to access from the valley and through the Gateway for freight movement. The freight rail system is a vital component.

- Oregon - The Gateway is served by both I-5 and U.S. 97. I-5 is vital however U.S. 97 is a preferred corridor for many interstate truckers from Yreka to Oregon due to its lower elevation, snow closures on I-5 and direct access to Eugene. The only remaining portion of U.S. 97 to be completed is the bypass of the small town of Dorris. Once complete, the route would be eligible for designation as as full STAA route. The current STAA terminal designation is due only to the incomplete Dorris segment.

IX. FACTORS FOR TIMING AND SELECTION OF IIP IMPROVEMENTS

IX. 1. Factors for Improvements

The following chart (Factors and Timing for Project Selection) is a visual representation of qualitative and quantitative factors that will guide the selection and timing of improvements for the ITIP. The factors also framed much of the Plan itself and identification of Focus Routes and Gateways. The factors are commonly used and fairly uniformly understood within the transportation planning community. They are the basic factors for federal statewide and metropolitan planning and state regional planning. They are commonly used in Caltrans system planning. The Intermodal Transportation Management System (ITMS) developed by Caltrans, with input from regional agencies, modal operators and other transportation providers, will also be used as a strategic analysis tool to evaluate larger state high and modal projects within a statewide, interregional, or larger regional framework. The ITMS is a macro level planning tool, however it is a strong planning “screen level” tool for larger investment decisions.


IIP
Factors for Project Selection & Timing
State Highway Improvements
FACTORS QUANTITATIVE
Current Volume/Capacity Ratio
10+20 Yr V/C Ratio
% 5 Axle Trucks
Known Development & Impact
Nonrecurrent Congestion
Reduce Accidents
Reduce Delay Hours
Optimize Facility
Duration of Congestion & Cause
Safety Savings
Delay Savings
B/C Ratio
Net Present Value
Rate of Return
Life Cycle Benefit Cost Analysis
FACTORS QUALITATIVE
Rural Access
Connect Urban Centers
Connect all Urbanized Areas
Connect Major Growth Areas of State
Underdeveloped Corridors
National Highway System/STAA Truck Route or Terminal Route
Recreational Travel
Agricultural, Mining, Timber
Interregional Urbanizedl/Fringe
Non-Urbanized IRRS
15%
Economic Investment Opportunity
Intermodal Connectivity & Transfer
International Trade & Commerce
Goods Movement
Complete Key Gateway Segment
Interregional Congestion of Overriding Statewide Significance
Statewide Significance
10%

IX. 2. Coordination of Regional and Local Plans and Programs

The basic planning principles and practices for statewide and regional planning remain unchanged under SB 45. Federal transportation planning laws and regulations also remain unchanged. The federal and state laws provide a continuing framework for cooperative and coordinated planning between metropolitan and regional agencies and Caltrans. The laws reiterate the primary responsibilities of local and regional agencies to manage congestion that is localized, regional, or in some cases metropolitan area wide. The laws reiterate the primary responsibility of the state to ensure interregional mobility and statewide perspective and to coordinate plans between metropolitan areas for trip movements of larger statewide interest. Of additional and continuing importance in transportation planning practice is consideration of County and City General Plans in Regional Transportation Plans and Caltrans planning.

Below are several of the most important key planning laws and regulations that should guide joint planning with regional and local agencies for purposes of the Plan and for purposes of implementing the Interregional Improvement Program. They are not exhaustive, but represent the key legal and regulatory framework for transportation planning that will need to be a focus to meet the challenges and opportunities provided to the State and regions with SB 45.

- Continuing, Cooperative, and Comprehensive Planning - Caltrans and metropolitan and regional agencies share responsibilities for the ongoing planning process. (23 USC, Section 134 and 135; GC Section 14529.12).

- Congestion Management Programs - Regional and local congestion management (Chapter 2.6 Congestion Management, Government Code 65088.1- 65089.10).

- Regional Transportation Plans - To include goods movement and ISTEA planning factors. (GC Sec 65080)

- Metropolitan Plans - ISTEA planning factors. Includes specific consideration of: 1) international border crossings and access to ports, airports, intermodal transportation facilities, and major freight distribution routes, 2) methods to enhance the efficient movement of freight, and the need for connectivity of roads within the metropolitan areas with roads outside the metropolitan area. (23 USC, Section 134 (f) (7, 8, and 11).

- Statewide Plans - ISTEA planning factors - Includes specific consideration of: 1) International border crossings and access to ports, air ports, intermodal transportation facilities, major freight distribution routes , 2) transportation

needs of non metropolitan areas, 3) connectivity between metropolitan areas with the State and with metropolitan areas in other States, 4) recreational travel and tourism, 5) methods to reduce congestion and to keep it from occurring where it does not now occur, 6) coordination of transportation plans and programs developed for metropolitan areas of the Sate under 23 USC 234 and reconciliation of plans and programs as needed to ensure connectivity within transportation systems. (23 USC, Section 135 (c) (4, 5, 7, 8 and 12) and (d) 1).

- Transportation Management Areas (TMA's) - for urbanized areas over 200,000 population. Includes a congestion management system that provides effective management of new and existing transportation facilities and use of travel demand reduction and operational management strategies. The TMA requirement under the responsibility of the designated Metropolitan Planning Agency. (23 USC 134(I)(1,2, 3, 4)). Regulatory and specific requirements for the congestion management system - (23 CFR 500.109 (CMS) and 450. 320)

- Metropolitan Investment Studies - for any major transportation investment using federal funds. Cooperative multimodal study with all planning partners having full involvement. (23 CFR 450.318).

X. INTERCITY PASSENGER RAIL

The state funds and oversees the operation of the three intercity rail passenger routes in California - the Capitols running from San Jose/Oakland to Sacramento/Colfax, the San Joaquins running from the Bay Area to Bakersfield, and the San Diegans running from San Diego to Los Angeles and San Luis Obispo. All routes are supplemented by dedicated feeder bus service. Amtrak operates the rail services under contract with the State. Attached is a map of the State intercity passenger rail system, including the dedicated feeder bus system that supplements the State-supported service. A description of the characteristics of each route is below.

Amtrak also operates trains in California on four routes as part of their "basic national system" that does not receive state support. The Coast Starlight connects Los Angeles, the Bay Area, Sacramento and Seattle. The California Zephyr connects the Bay Area, Denver and Chicago. The Southwest Chief connects Los Angeles and Chicago. The Sunset Limited connects Los Angeles, New Orleans and Miami. Additionally, Amtrak supports 33 percent of the San Diegans running from San Diego to Los Angeles and San Luis Obispo.

Amtrak recently received a five year reauthorization which included labor reform provisions which in turn allowed Amtrak access to $2.3 billion in tax refunds to be used for capital projects. We anticipate an appropriate share of

these funds will be used for projects in California. Amtrak has committed to operating without federal operating subsidies by 2002. We are expecting Amtrak to meet this goal, and that at least the existing level of Amtrak "basic national system" (including the Amtrak share of the San Diegans) will continue to operate in California.

The central mission of the Rail Program is to, in partnership with others, take a leadership role in promoting safe, efficient, and cost effective intercity rail services that are fully integrated into the State's overall transportation system. This intercity rail network should provide (1) an alternative to the State highway network, thus offering the traveling public an additional transportation choice, (2) relieve congestion on the existing highway network, and (3) contribute to improving air quality through a reduction in highway congestion and a reduction in vehicle miles traveled.

The Rail Program also administers procurement of State-owned California Cars and locomotives, monitors and ensures compliance with car warranty provisions, and coordinates maintenance efforts between the car manufacturer and Amtrak.

Annual operational and financial goals for each corridor are developed in the annual Corridor Strategic Business Plans.

X.1 INTERCITY RAIL PERFORMANCE STANDARDS

The state has recently developed Performance Standards for each of its three Routes. These standards are contained in the Business, Transportation and Housing Agency's December 31, 1997 Intercity Passenger Rail Act of 1996 Report to the State Legislature. A summary of this Report is included below.

The Report is required under Section 14031.8(f) of the Government Code which states: "Not later than December 31, 1997, the secretary shall establish a set of uniform performance standards for all corridors and operators to control cost and improve efficiency."

Three primary uniform performance standards and separate targets for each standard with respect to each of the corridors have been developed for Federal Fiscal Years 1997-98, 1998-99, and 1999-2000. Actual data is provided for State Fiscal Years 1995-96 and 1996-97 for purposes of comparison.

Generally the performance standards for 1997-98 and 1998-99 are based on the revenue, cost, loss and ridership projections embedded in the

Amtrak contract and cost estimate for these years. The performance standards for 1999-2000 are based on the Caltrans estimate that, on all routes, ridership and revenue will increase by 5 percent, and costs by 3 percent.

However, the farebox ratios for 1997-98 through 1999-2000 reflect targets that are slightly higher than the Amtrak projections for 1997-98 and 1998-99 or the Caltrans projection for 1999-2000 because aggressive marketing, rigorous cost control management, and stringent operations management can produce better results. The following table shows actual State fiscal year 1996-97 performance and performance targets for Federal fiscal years 1997-98, 1998-99 and 1999-2000 for each corridor for the following performance standards: Route Ridership, Farebox Ratio, and On-time Performance.

The following table shows actual State fiscal year 1996-97 performance and performance targets for Federal fiscal years 1997-98, 1998-99 and 1999-2000 for each corridor for the following performance standards: Route Ridership, Farebox Ratio, and On-time Performance.

PRIMARY PERFORMANCE STANDARDS AND TARGETS FOR THREE CALIFORNIA INTERCITY RAIL-PASSENGER SERVICE CORRIDORS

	Actual SFY 96/7	FFY 97/8	FFY 98/9	FFY 99/00
CAPITOL CORRIDOR				
Route Ridership (000)	497	536	716	752
Farebox Return	28.9%	30.0%	31.0%	32.0%
On-Time Performance	70.0%	80.0%	90.0%	90.0%
SAN JOAQUIN CORRIDOR				
Route Ridership (000)	653	691	799	839
Farebox Return	40.0%	41.0%	42.0%	43.0%
On-Time Performance	58.0%	75.0%	80.0%	85.0%
SAN DIEGAN CORRIDOR **				
Route Ridership (000)	1.618	1.793	1.844	1.936
Farebox Return	37.4%	38.0%	41.4%	42.2%
On-Time Performance	75.0%	78.0%	80.0%	90.0%

** State portion only

The most significant influence on route ridership is additional service. On the San Diegans new service was added in 1997-98, with a projected 16 percent ridership increase. On the San Joaquins the fifth round trip (Bakersfield - Sacramento) is projected to be added in 1998-99, with a projected 15.6 percent ridership increase. On the Capitols the fifth and sixth trains are projected to be added in 1998-99, with a 33.6 percent ridership increase.

The most significant influence on the farebox ratio (total train and bus revenue divided by total train and bus cost) was the change in the cost basis in 1996-97. In 1995-96 Amtrak charged the State based on long-term avoidable loss. In 1996-97 and thereafter Amtrak changed the cost basis to fully allocated loss. The significance of the change is that the State is charged for more of the costs attributed to a route's operation than previously. Thus, given the same financial performance of a route, the farebox ratio would fall under the new cost basis.

On-time performance is directly related to the major capital improvement projects on each route. On the San Joaquins, the major track and signal project between Stockton and Bakersfield is just nearing completion. This will allow the on time performance to jump from 58 percent in 1996-97 to 75 percent in 1997-98. On the Capitols, the contract for the major track and signal project to be completed in early 1999 calls for 90 percent on time performance upon the completion of the project. On the San Diegans, a major track and signal project is just commencing on the north end of the route which is projected to significantly improve on time performance by 1999-2000.

X.2 INTERCITY RAIL ROUTE CHARACTERISTICS

X.2.1 SAN DIEGAN CORRIDOR

This is the most mature of the three corridors, and state participation began in 1976 with institution of a fourth daily round trip between San Diego and Los Angeles at a time when annual ridership on the route was 390,000.

At the present date, the route extends 351 rail miles between San Diego and San Luis Obispo and supports Amtrak service consisting of ten daily round trips between San Diego and Los Angeles, four round trips between Los Angeles and Santa Barbara, and one daily round trip between Santa Barbara and San Luis Obispo. Top speeds are currently 90 miles per hour on portions of the Los Angeles-Solana Beach segment and 79 miles per hour in other areas. In fiscal year 1996-97, the San Diegan Corridor carried 1.6 million passengers. Since that time, service frequency has been increased between Los Angeles and San Diego.

Travel patterns on the corridor are dispersed, with San Diego significantly outperforming Los Angeles as a traffic generator. Santa Barbara is also an extremely strong market, considering its size and its frequency of service. South of Los Angeles, most northward trips have Los Angeles as a destination. North of Los Angeles, most southward trips have Orange County or San Diego stations as destinations.

Unlike other California corridors, bus feeder service has diminished to become a relatively minor part of the service, partially because train service has been substituted for bus feeders as opportunities for train extensions occurred in the past ten years.

X.2.2 SAN JOAQUIN CORRIDOR

This corridor is the “backbone” of the intercity rail system in California, providing a link between the Bay Area, Southern California and intermediate points. The original San Joaquin corridor service consisted of a single round trip between Oakland and Bakersfield carrying about 60,000 passengers annually until 1979. State participation created a feeder bus network that extended the corridor’s reach statewide, with guaranteed bus connections reaching to Eureka, Redding, Las Vegas, Indio, and San Diego. In the past six years, track improvements have increased track capacity allowing an increase of frequency to four trains daily. This has produced a major increase in ridership -- 653,000 for fiscal year 1996-97.

Feeder buses are an extremely important feature of the service, with bus passengers producing the majority of train revenue. Southern California stations served via bus feeders are the largest revenue market, because of high yields per passenger. Fresno and Sacramento are the next two largest markets.

X.2.3 CAPITOL CORRIDOR

The San Jose-Oakland-Sacramento-Roseville route is the newest corridor, and began service in December 1991. At present it has four round trips, three of which extend to San Jose, one of which extends to Roseville to be extended to Colfax in early 1998. Ridership totaled 497,000 for fiscal year 1996-97, a strong performance for the level of service provided.

A major track work program is underway which will increase corridor speeds between Oakland and Sacramento and allow additional frequencies. The largest single traffic generator on the route is Sacramento, but an integrated feeder service shared with the San Joaquins contributes about 40 percent of route revenue.

X.3 INTERCITY PASSENGER RAIL DEVELOPMENT POLICY

The guiding policy for the state intercity rail system is to preserve and enhance the effectiveness of the current three corridor intercity rail system, including its dedicated feeder bus system. This system, as described above, provides access to most parts of the state - both urban and rural. The five main strategic goals for the Rail Program are as follows:

- Increase speeds and reduce running times on all routes, thus enhancing their efficiency and effectiveness as a transportation alternative. The goal is to incrementally upgrade speeds on all routes to the maximum that is operationally practicable and financially prudent. Such steps serve as incremental improvements leading towards high speed rail service.

- Increase capacity on all three routes consistent with support by adequate ridership demand, and is operationally possible under the major capital projects which have either been completed, are currently in progress, or planned on each route.

- Improve reliability and on-time performance through track, signal and station projects, as well as improvements to rolling stock, and operational innovations such as advanced ticketing systems.

- Protect the state investment in rolling stock through careful monitoring of California Car warranty provisions and oversight of maintenance.

- Comply with all Federal and State safety and public facility requirements, including the upgrade of facilities to comply with the Americans with Disabilities Act (ADA).

X.4 SPECIFIC PLANS FOR EACH RAIL CORRIDOR

X.4.1. SAN DIEGANS

The specific goals for the San Diegans are to:

- Improve on-time performance and reliability by completion of projects such as signal and track improvements between Moorpark and Santa Barbara.

- Increase capacity by implementing track and signal projects, including additional double tracking of line segments.

- In the long-term institute hourly service between San Diego and Los Angeles. Currently ten daily round trips are operating between San Diego and Los Angeles. The plan is to increase frequencies, as demand and funding allow, to approximately 14 round-trips.

- Extend service to Sacramento via the Bay Area through a connection with the Capitols. On the north end of the route the long term plan is to evaluate the need for increases in frequencies south of San Luis Obispo as demand and funding allow.

X.4.2. SAN JOAQUINS

The specific goals for the San Joaquins are to:

- Increase maximum speeds up to 110 mph where track configuration and operational constraints allow. Currently more than $140 million in capital projects are underway or programmed; many of these projects will increase speeds. Caltrans is also working with the railroads that own the track the San Joaquins operate over to identify capital projects to increase speeds.

- Increase frequencies from four to 6 trains a day, including direct train service to Sacramento. An increase from four to five trains is proposed for 1998-99. This fifth train would go from Bakersfield to Sacramento. The extension of the San Joaquins to Sacramento has long been planned and would constitute a major service enhancement. An increase from five to six trains a day would be implemented when demand merits and it is operationally feasible.

X.4.3. CAPITOLS

The specific goals for the Capitols are to:

- Extend the route to Colfax. This service enhancement is planned for implementation in early 1998. A future extension to Reno may also be possible.

- Increase frequencies to ten round-trips a day. The long-range plan for this route has always been to increase to ten round-trips. The state has an agreement with the Union Pacific railroad to provide $56.8 million for a major capital improvement project to add capacity

for up to a total of 16 intercity trains and to decrease running times. Fifth and sixth round trips are planned for 1998-99.

- Reduce running times and increase reliability. As is noted in the bullet above, the ongoing major capital improvement project will reduce running times and increase reliability.

- Extend service to Los Angeles via the Coast Route and connecting with the San Diegans. This initiative is mentioned above under the San Diegan route.

XI. OTHER CATEGORIES

TO BE ADDED